Technical Committee on Railway

TELECONFERENCE MEETING 03.09.2020

Agenda

1. Current state of play in the EU and WB region, operation under current circumstances
2. Role of passenger rail transport in post Covid-19 period
3. Infrastructure priorities
4. Activities on implementation of the Rail Action Plan
5. AoB

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1. Current state of play in the EU and WB region, lifting the measures for the passenger transport

- Overview of the current situation – reports by the EC, TC and RPs;

- Traffic volume, trends – report by TC Secretariat

- Plans for re-establishing of the passenger traffic – RPs and TC Secretariat

- Review of the situation at the BCP/CCPs – reports by TC and RPs

- Ports operation in Bar and Durres – RPs and TC

Freight transport in the WB region in tons and NTKM in period January-July 2019 and 2020
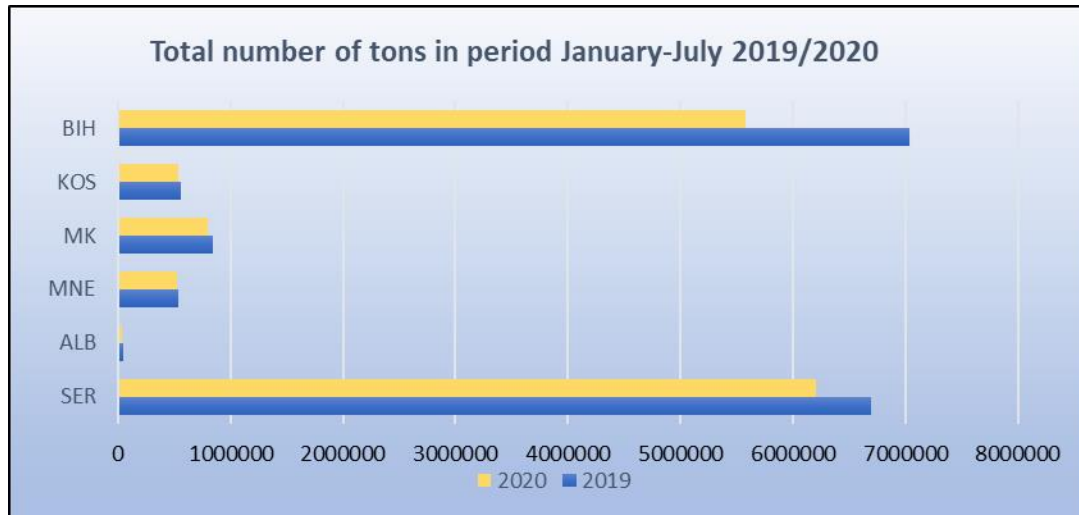
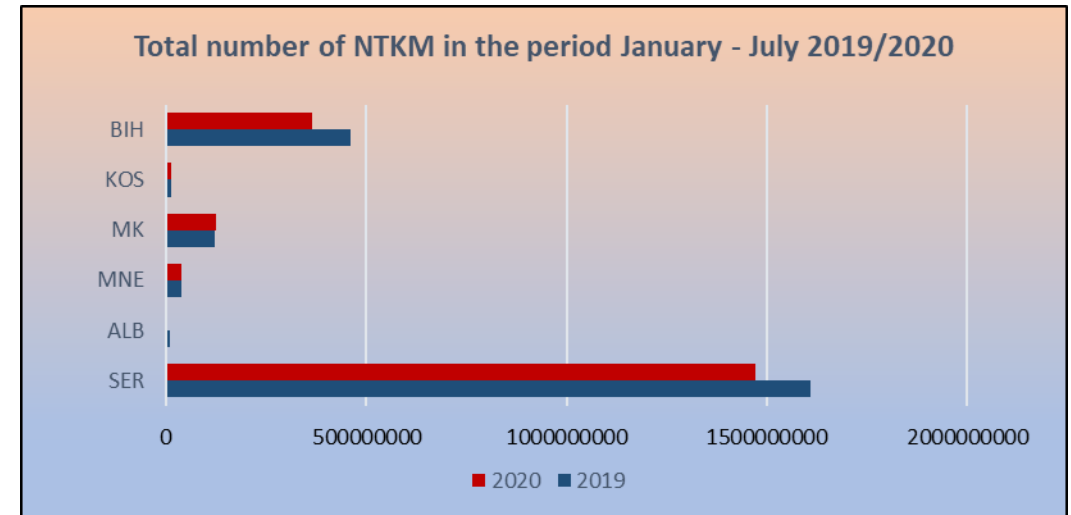Figure 1. Freight transport in the WB region in tons in 2019 and 2020

Figure 2. Freight transport in the WB region in Net ton-kilometres (NTKM) in 2019 and 2020

Plans for re-establishing of the passenger traffic

Regional participant	International passenger	Domestic passenger	Freight	Internal WB Borders	External WB-EU borders
Albania	No	n/a		Open for freight	
Bosnia and Herzegovina	No	From 01. june - Just on entity level, no in full capacity.		Opened for freight and closed for the passenger	
Kosovo*	No	From 18 May – no in full capacity and with a lot of "soft" safety measures		Opened for freight and closed for the passenger	
Montenegro	No	From 18 May – no in full capacity. Revenue is around 50% compared to 2019	80 % compare to the 2019	Opened for freight and closed for the passenger	
North Macedonia	No	Passenger transport is slightly recovering, around 50% from 2019		Opened for freight and closed for the passenger	
Serbia	No	From 4 May passenger transport is restarted, with some safety measures Transport volume is around 10% les then in 2019	Around 10% less than last year	Opened for freight and closed for the passenger	

Review of the situation at the BCP/CCPs

Figure 3. Border crossings, 24 hours open, for the rail freight operation

2. Role of passenger rail transport in post Covid-19 period

- Current rail passenger connections between capitals in the Western Balkan, number of trains, passenger traffic volume in the pre Covid-19 period - RPs

- Potential substitution of air traffic with rail within the Western Balkan region?

- Rail as alternative to other mode of transport during and after Covid-19 period

- Assessment of the capacity (rolling stock, infrastructure)

Passenger transport in post Covid-19 period

- Transport workers and companies need clear and coordinated rules

- PSO contracts – will it be cover?

- Infrastructure charges

- Mitigation measures

- Cleaning protocols, Sanitation gel, Temperature Screening, Passengers with Reduced Mobility, Masks, Passenger reservation system changes, distance where it possible

Passenger transport in post Covid-19 period

Challenges:

- Which measures should be taken in next phase?

- How to ensure social distancing?

- Are there different measures according to different services (Commuter, regional, long distance trains)

- New technologies – tickets, reservation, information

- Feeling of security in trains and in stations

- Protocol in case of suspected infected person

- Staff confidence

Train connections between capitals in the Western Balkan region

Adriatic Sea

Belgrade

Sarajevo

Pristina

Podgorica

Skopje

Tirana

Ionian Sea

0 20 40   80 Km

May 2020

Train connections between capitals in the Western Balkan region

Route	Distance (km)		Travel time (hrs)	
	Rail	Road	train	bus
Belgrade – Skopje	400	435	11	6 – 7,5
Belgrade – Zagreb	423	395	6,5 - 8	5 - 6
Belgrade – Bar	476	485	11	9,5 – 11,5
Skopje – Pristina	93	96	3	2 – 2,5
Tirana – Podgorica	166	180	n/a	4
Sarajevo - Zagreb	450	390	10 (2007)	6,5 – 8
Belgrade - Sarajevo	400	310/380	8 – 9,5 (2011)	6,5 – 7,5
Belgrade - Priština	388	350	n/a	5,5 – 6,5
Belgrade - Kosovo Polje - Peć	388	350	10 (1999)	5,5 – 6,5

Potential reasons

1. Too much stops on the route

2. Lack of proper rail infrastructure (maintenance, average speed, quality of rolling stock)

3. Border crossings procedures (custom, police, inspection etc) – 90 mins

4. Changing of locomotives and drivers at the border

5. Highway along the whole distance (i.e. Belgrade-Skopje) vs double track on half of distance (Belgrade-Nis).

6. Rolling stock – capacity and availability (to be prepared by RPs)

7. Reliability of timetable

8. Very often, Information are not available on time

9. Staff train culture, additional education is needed

10. **Absence od reforms**

What could be done?

Short term goals

1. Elimination of stops (establishment of InterCity route path)

2. Elimination of waiting times at the border (implementation of bilateral BC agreements based on "One stop shop" mechanism or not stop if possible) for example the customs and police check to be done on the departure and arrival station.

3. Improving the national rail legislation, removing the breaches for the market opening at the regional level (mutual recognition of operational licence, safety certificate, vehicle permit and driver licence)

4. Improving the quality of the maintenance, more focus on small things than on expensive projects

5. Removing the distances with very slow driving (<30 km/h)

What could be done?

Mid and Long-term goals:

1. Full respect of the TSIs (rolling stock) – minimization of the maintenance costs, fleet to operate under same conditions

2. Establishing a network of Intercity trains in the region with common approach regarding the infrastructure charges and integrated ticketing system (focus on customer services)

3. Information system for the customers should be improved (online selling of tickets, availability of timetables)

4. Upgrading of the rail infrastructure on the design speed (for the Core Network between 100-120 km/h)

3. Infrastructure priorities

- Improvement of safety on level crossings

- Establishing of RIAMS and Monitoring condition on the rail infrastructure

- Infrastructure priorities as preparatory work for EU-WB summit – reports by RPs

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4. Activities on implementation of the Rail Action Plan

- Monitoring Progress Report on implementation of the Rail Action Plan (May – August 2020)

- Establishing electronic register of vehicle

- Rail legislation in the region, translation of national legislation - overview

- Tables of Concordances – case study (Montenegro)

- Annex I.2 – status and update

- BCAs – status and update

- Next monitoring report – October 2020
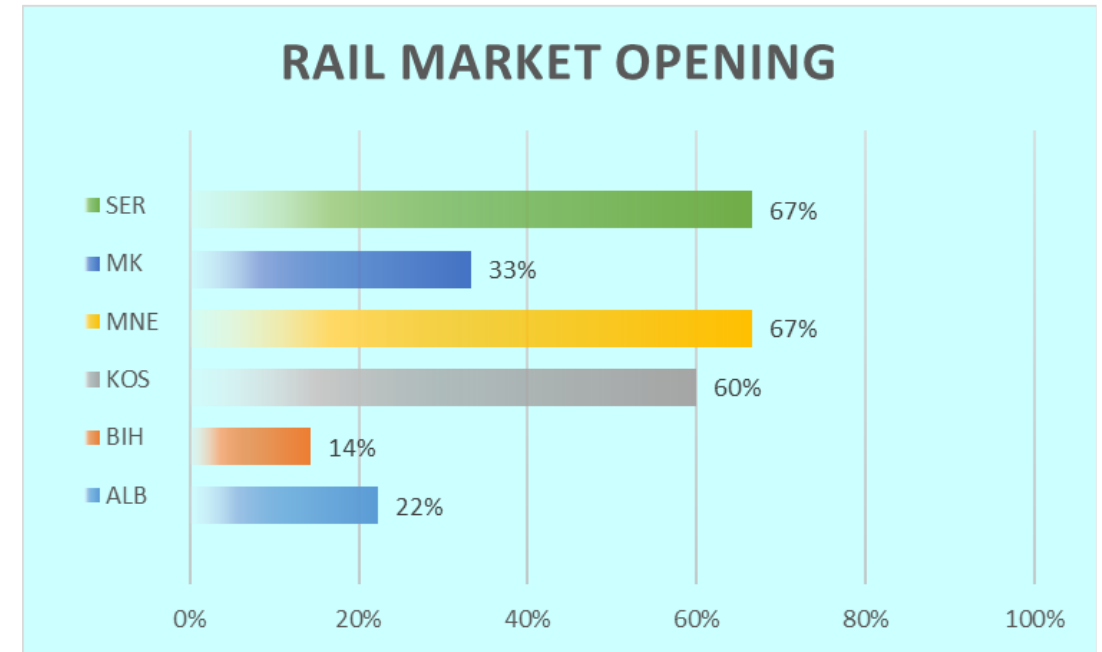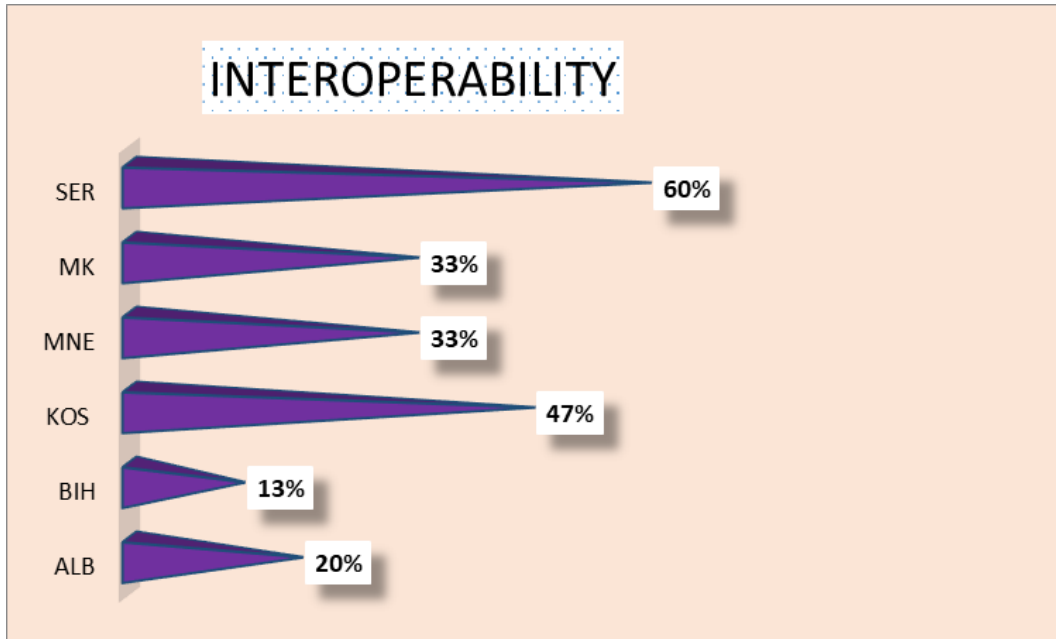
Overall progress

Overview of the rail legislation within a WB region

Regional participant	Laws and bylaws related to the Rail	Docs and Tables of Concordances
Albania	"Rail Code" – 2018 "Network Statement"	Delivered, ToC Delivered for 2019, no for 2020
Bosnia and Herzegovina	Rail Law – 2005 on state level RS – Rail Law 2017 FBIH – Rail Law – 2001 with changes from 2016 A certain number of Bylaws	Delivered but Bosnian version Delivered, but partly fulfilled No, Bosnian version Delivered in Bosnian, ToC in Bosnian/Croatian
Kosovo*	"Law on Kosovo Railway"- 2011 Adm. Instructions: No. 04-2012, No. 03-2012, No. 02-2013, No. 03-2013 Adm. instruction No. 11-2018	Doc delivered, no table of concordances Delivered in Albanian Delivered in three languages (Eng, Alb, Srb)
Montenegro	Law on Railway-2013 Law on Combined Transport of Goods-2014 Law on The Railway Safety and Interoperability 2013	Doc Delivered, ToC Doc delivered, ToC Doc delivered, ToC
North Macedonia	Law on Railway System – 2012 Law on safety A certain number of bylaws	Doc delivered; ToC delivered (from 2010) Docs delivered in Macedonian, No ToC
Serbia	Law on Rail – 2018 Law on interoperability of railway system-2018 Law on safety in railway traffic-2018 Law on railway transport contracts – 2017 A certain number od Bylaws	Doc delivered, ToC Doc delivered, ToC Doc delivered, ToC Doc delivered, ToC Docs delivered